

To-day's
Advertisements.

NEGATTA HOLIDAYS.

THE Undermentioned BANKS will be CLOSED for the Transaction of Public Business at NOON on TUESDAY and WEDNESDAY, the 20th and 21st instant, respectively:

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, T. E. SANSON, Manager.

For the HONGKONG & SHANGHAI BANKING CORPORATION, T. JACKSON, Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED, G. W. F. PLAYFAIR, Chief Manager.

For the MERCANTILE BANK OF INDIA LIMITED, J. THURBURN, Manager.

For the BANQUE DE L'INDO-CHINE, J. G. F. AUGUSTIN, Manager.

For the BANK OF CHINA & JAPAN, LIMITED, HONGKONG, E. L. HUNTER, Manager.

For the YOKOHAMA SPECIE BANK, LIMITED, CHOH, Agent.

For the IMPERIAL BANK OF CHINA, E. W. RUTTER, Manager.

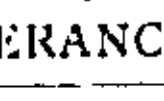
Hongkong, 17th December, 1898. [1479]

NOTICE.

THE DISTRICT GRAND LODGE of Hongkong and South China will MEET at MASONIC HALL, on WEDNESDAY, the 21st instant, at 8 for 8.30 P.M. Visitors, and Master Masons of all Lodges are cordially invited to attend.

A. O. D. GOURDIN, D.G. Secretary.

Hongkong, 17th December, 1898. [1486]



PERSEVERANCE LODGE.

MASTER MASONS of this LODGE are requested to attend an EMERGENCY MEETING OF DISTRICT GRAND LODGE, on WEDNESDAY, the 21st instant, at 8 P.M. for 8.30 P.M.

By Command of W.M. Hongkong, 17th December, 1898. [1489]

STAMPS!

STAMPS!

STAMPS!

GRACA & Co.

DEALERS IN ASIATIC AND FOREIGN POSTAGE STAMPS.

HONGKONG HOTEL.

Packet of STAMPS for CHRISTMAS PRESENTS, HAND PAINTED POST CARDS of Chinese Life, the most suitable CHRISTMAS SOUVENIRS, ALBUMS, CATALOGUES and all other PHILATELIC REQUISITES.

Prices to suit all Customers. Hongkong, 17th December, 1898. [1487]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI AND KIAUSCHAU.

THE Company's Steamship.

"PRINZ HEINRICH."

Captain O. Clippers, will leave for the above ports, TO-MORROW, the 18th instant, at 4 P.M.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 17th December, 1898. [1436]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the ISLAND SEA.)

THE Company's Steamship.

"HOENZOLLERN."

Captain Vatterdorn, will leave for the above ports TO-MORROW, the 18th instant, at 4 P.M.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 17th December, 1898. [1436]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Chartered Steamship.

"TAICHOW."

Captain Princeps, will be despatched for the above ports, on TUESDAY, the 20th instant, at Noon.

For Freight or Passage, apply to DOUGLAS, LARPAIK & Co., General Managers.

Hongkong, 17th December, 1898. [1488]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA (DIRECT).

THE Company's Steamship.

"HINSANG."

Captain M. Crockett, will be despatched as above on TUESDAY, the 20th instant, at 3.30 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 17th December, 1898. [1484]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship.

"BRAEMAR."

will be despatched as above on TUESDAY, the 20th instant, 1898.

S.S. "MOGUL," About 15th Jan., 1899.

S.S. "ENERGIA," 31st Jan., 1899.

S.S. "ARGYLE," 15th Feb., 1899.

S.S. "SIKH," 28th Feb., 1899.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 17th December, 1898. [1497]

To-day's
Advertisements.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship.

"TAIWAN."

Captain Harder, will be despatched as above on MONDAY, the 19th instant, at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th December, 1898. [1482]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR NAGASAKI (DIRECT).

THE Company's Steamship.

"KWONGSANG."

Captain W. S. Stalkin, will be despatched as above on WEDNESDAY, the 21st instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 17th December, 1898. [1485]

CHINA NAVIGATION COMPANY, LIMITED.

FOR NINGPO AND SHANGHAI.

THE Company's Steamship.

"WIAMPOA."

Captain Sales, will be despatched as above on WEDNESDAY, the 21st instant, at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th December, 1898. [1483]

"GLEN" LINE OF STEAM PACKETS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship.

"GLENARTNEY."

Captain Frakes, will be despatched as above on or about the 24th instant.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 17th December, 1898. [1312]

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship.

"GLENAVON."

Captain W. Pithier, will be despatched as above on or about the 29th instant.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 16th December, 1898. [1397]

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S.S. "PRINZ HEINRICH."

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited Kowloon, whence delivery may be obtained.

Optional Cargo will go on to Shanghai unless notice to the contrary be given before 3 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 24th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 27th instant, and THURSDAY, the 29th instant, at 9.30 P.M.

All Claims must reach us before the 3rd January, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

MELCHERS & Co., Agents.

Hongkong, 17th December, 1898. [1436]

Intimation.

A. S. WATSON & CO., LIMITED.

FLOWER AND VEGETABLE SEEDS.

FOR THE SEASON 1898/1899.

Orders are executed from New Stocks only.

Priced Catalogues with Hints for Gardening can be obtained on Application.

These SEEDS are supplied to us by the best growers in the World. It is particularly requested that care be taken when sowing and supervision exercised over Chinese gardeners, whose incompetence in dealing with the Seeds may sometimes lead to disappointing results.

CLAY'S FERTILIZER.

Supplies natural nourishment to the soil, in Tins.

10lbs, each ... \$1.75

25lbs, each ... \$4.50

RANSOME'S LAWN MOWERS.

The Best and Cheapest Machines in the Market. Supplied at Manufacturers' Prices.

FERMINGER'S MANUAL OF GARDENING FOR THE TROPICS.

PRICE \$7.50

A. S. WATSON & CO. LD.,

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

DEATH.

At Earl's Court, Tunbridge Wells, on the 29th of October, 1898, MINNIE B., eldest daughter of James Simpson, late of Shanghai, aged 27 years.

The Hongkong Telegraph

HONGKONG, SATURDAY, DECEMBER 17, 1898.

NOTES AND COMMENTS.

The German mail steamer *Prinz Heinrich*, bringing Princess HENRY of Prussia, arrived early this morning. Prince Henry boarded the steamer on her arrival and conveyed the Princess to his flagship the *Deutschland* at 7.30 a.m. and they remained on board until eleven o'clock. They then landed privately at Murray Pier and went to Government house where they were entertained at tiffin by His Excellency the Governor and Lady Blake. After tiffin Prince and Princess HENRY proceeded to Mr. SIEB'S house, Victoria Lodge, at the Peak, where we understand the royal couple will spend some two months. There will be a select dinner party at Victoria Lodge this evening to which we hear some ten guests have been invited, including the Captains of the German war vessels in harbour. This is the first time in the history of Hongkong that we have had royalty residing amongst us for any lengthened period and we trust that the stay of Prince and Princess HENRY in the Colony may be rendered pleasing to them. We have learnt to respect Prince HENRY as a wholehearted sailor and simple upright gentleman, the grandson of our Queen, and he has shown himself to be interested in our little pleasures and pursuits. He has come amongst us not as a Prince but as one of ourselves and has by his affability and universal courtesy and consideration won our regard. We heartily welcome the arrival of his Princess and hope that their stay in Hongkong may be rendered as enjoyable as possible in order that none but pleasant memories of this outpost of the British Empire may remain with them when their visit shall have become only a remembrance to us.

STATEMENTS made by Chinese from Formosa to Amoy, which appear in the *Universal Gazette*, show that the island is far from being in a peaceful condition. On or about the 10th ult. a body of 5,000 or 6,000 Chinese had an engagement with a battalion of between 1,000 and 2,000 Japanese troops in which the Japanese lost nearly half their men. Not being successful with the rebellious Chinese, the Japanese harassed the peaceful ones and made things specially unpleasant to them. The rebellion is attributed to the harsh rule of the Japanese, aggravated by exorbitant taxation on all classes, which is double than that levied formerly. This is utterly oppressive to the Chinese inhabitants and drives them to insubordination.

THE authors of *The Marine Steam Engine* give the following account of Thornycroft's "Screw-turbine" propeller, the patent with which H.M.S. *Sandpiper* is fitted:—Mr. Thornycroft in his "Screw-turbine" propeller has adopted guide-blades and added other features having for their object the gradual acceleration of the motion of the water by the screw. In the ordinary propeller the leading edge of the blade suddenly on the water it meets and, as we have seen, such sudden action causes loss. In Thornycroft's screw-turbine the screw is made to revolve in a tunnel, and the boss of the screw is of increasing diameter from forward to aft, so that the area for the passage of water inside the tunnel is gradually reduced. The water enters the tunnel with the velocity of the vessel, and passing through the diminishing area gradually increases its velocity. The screw is of considerably increasing pitch to suit this gradual increase of velocity, and at the after end are placed the fixed guide-blades, with a long tail forming a prolongation of the boss to allow of the water gradually returning to the velocity corresponding to the larger area. The thrust on the fixed guide-blades is found to be considerable, and the whole device forms a propeller which by its principle is able to act on a smaller quantity of water than an ordinary one. It is thus suited to shallow draft vessels, and many steamers for operating on the Nile have been made on this principle. This propeller is, however, very inefficient when going astern, so that for astern working a separate small, ordinary propeller is fitted. Messrs. Yarrow & Co., in similar boats, for the Nile, obtain a light draft by allowing the propellers to rotate in a tunnel formed in the stern, so that the top of the screw may be considerably out of water. The action of the propellers fills the tunnel, so that the former are fully supplied with water.

MESSRS. BENJAMIN, Kelly and Potts in their *Weekly Share Report* state:—Banks.—Hongkong and Shanghai Banks have been in strong demand, and the market has advanced from 234 to 250 per cent. premium, with only small sales and buyers at the latter rate. The London quotation has risen to £53. Nationals have changed hands at \$18 and are wanted. Marine Insurances.—Unions are in the market at \$23; also China Traders at \$62, and Cantons at \$150. Fire Insurances.—Hongkong Fires have been placed at \$320. China Fires have been sold in small lots at \$88. Shipping.—Hongkong, Canton and Macao Steamboats have again been done at \$240, and close steady. Indo-Chinas have been sold at \$59, and are wanted at the rate. China and Manilas, after sales at \$88, have improved further and have been done to a fair extent at \$95. Douglas Steamships are offering at \$34. Star Ferries have been fixed at \$9.90. Refineries.—China Sugars are obtainable in small lots at \$168. Luozos are quoted at \$58. Mining.—Punions have been done and are wanted at \$64. Rauba have been dealt in to a small extent at \$38 and \$39, and more can be placed. Jelabuz have been sold at \$3.90. Great Eastern and Caledonians have improved slightly, and shares are wanted at \$7.85. Olivers B have been negotiated at \$54 and \$50, at which rates a considerable business has been done; they are now enquired for at \$54. Queen Mines have again changed hands at 70 cents. Docks, Wharves and Godowns.—Hongkong Docks have been done at \$270. Whampoa Docks are firm with buyers at 270 per cent. premium. Kowloon Wharf shares are wanted at \$75. New Amoy Docks have been booked at \$145. Lands, Hotels and Buildings.—Hongkong Lands remain steady at \$75. Hongkong Hotels have been placed at \$66, \$67, and \$68, and close steady at the latter rate. China Providents have changed hands at \$104. Cotton Mills.—Hongkong Cottons have been done at \$46 and are now wanted at \$47. Ewos are obtainable at \$15.76. Miscellaneous.—Green Island Cement remains unchanged. Ropes are wanted at \$17.21. Ice has been fixed at \$120, and Tramways have jumped to \$130 without sales.

At Earl's Court, Tunbridge Wells, on the 29th of October, 1898, MINNIE B., eldest daughter of James Simpson, late of Shanghai, aged 27 years.

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On enquiry of the agents Messrs. McAlister and Co., we learn that arrangements are being made to send a steamer, probably the *Bucphalus*, to the assistance of the *Euryalus*. So far a number of sheep have been transhipped and brought to Singapore, but in the absence of lighters it was impossible to bring any of the horses, of which there are 104 on board belonging to different people. The circus were so far fortunate that nine of their ponies were transhipped; and have been brought on to Singapore—S. F. Press.

TIBETAN CHARACTERISTICS.

Not the least valuable feature of Mr. Henry Savage Landor's narrative of adventures in Tibet is the flood of light it throws upon the characteristics of the inhabitants of the upper sources of the Brahmaputra. Mr. Landor's experiences were so overwhelmingly personal that he was afforded but little leisure or opportunity for studying manners and customs, but the nature of his contact with nomads, and brigands, and soldiers, and priests rendered it inevitable that the mere history of consecutive events should take the place of philosophical dissertations. The reader, therefore, though not confronted with direct statements, is enabled by the indirect evidence in the book to estimate more or less accurately the measure of moral and mental civilization at which the present day Tibetans have arrived. The conclusion that is forced upon one is not flattering to the Lamaists. No regular attempt so far as we are aware, has yet been made by scientists to support the theory of the evolution of man by references to characteristics other than physical, though one would imagine that Darwinians are likely to find valuable evidence in directions tracing the stages between savages and the lower forms of life in the matter of behaviour towards themselves and their fellow creatures. Judging merely by Mr. Landor's book the enquirer to put it bluntly would find in the Tibetan some prevailing characteristics that place him on a level with the Simiidae, namely an absolute want of the sense of responsibility, an inability to pursue in the face of opposition any given course of action, a mind easily diverted by titles, a want of will-power. You can never tell what they will be up to next. All savages and semi-savages, of course, are more or less of this kind, but the Tibetan, but the Tibetan would seem to possess in a marked degree those qualities which force the monkeys in Kipling's poem to pause in their song of triumph and remark: "Brother, thy tail hangs down behind."

Consider for a moment Mr. Landor's adventures after he had boldly crossed the frontier. Time and again he came into contact with brigands. These would dash up to his party flourishing their arms, but at the very first show of opposition would lay down their guns and spears, crawl on their hands and knees and kiss the dust. As for the soldiers sent out by the Lama to arrest the explorer, their behaviour was such that of a troop of *banders* when a *terrier* dog has got into their midst. What endless shoutings, and runnings to and fro, and peepings from behind rocks! It is evident that the soldiers who ultimately captured him had been following him almost every inch of the way. Now and then a troop of horsemen would approach close to the party and even enter into a sort of idle conversation, but Mr. Landor had only to point his rifle or stony down to pick up a stone and the brave cavaliers would surely away like rabbits. At night the Englishman would hear strange noises round his tent. Once he was wakened, noise in hand and saw a number of black figures cautiously crawling towards him. "In a moment I was outside on my bare feet, running towards them and shouting at the top of my voice. 'Pika tedan tedan!' ('Look out, look out!') which caused a stampede among our ghostlike visitors. There were, apparently, a number of the thin hidden behind rocks, for when the panic seized them, the number of runways was double or even triple that of the phantoms. I had just seen approaching. At one moment there seemed to be black ghosts springing out from everywhere, only, more solid than ghosts, they made a dreadful noise with their heavy boots as they ran in confusion down the steep descent and through the gorge. They turned sharply round the hill at the bottom and disappeared. When I crawled inside the tent again Chaden, Sing and Man Sing, wrapped head and all in their blankets were still snoring!" On another occasion the travellers were offered presents by a number of men who were apparently highly pleased and delighted when their gifts were admired and accepted. Presently Mr. Landor, finding that everybody was so afraid of him, began to relax his precautions and boldly march up to encampments, walk into tents, buy food when he could, and thump those who insulted and annoyed him. He might indeed thus contemptuously have even got into Lhasa, but for the fact that a man called Ando, who was not a Tibetan, managed to infiltrate into the heads of the stupid soldiers that if they made a sudden and joint attack when Mr. Landor and his servants were unprepared, they could easily be captured. This was how at last the three travellers were pounced upon and seized.

When Mr. Landor was actually in the power of the Tibetans, they apparently were not certain what they should do with him. Like monkeys with a kitten at one moment they would put him to torture, and at another press food and delicacies upon him. The same man who ill-used him would afterwards enter into kindly conversation and express their sympathy. The very general of the soldiers stole to him one night, loosened his bonds, and told him to run away. But Mr. Landor with great spirit refused to desert his servants. On the day that the explorer was led out to execution the Tibetans appear to have really made up their minds that he must die. He was tied to a *poison-shaped* log in a most revolting and cruel manner, and the Pomo, the Governor of the Province, himself stood forth to act as executioner. He personally tortured Mr. Landor in various ways, but in the end, chiefly because they were unable to understand the Englishman, did not strangle and howl, they deferred the matter, apparently thinking they had got hold of something uncanny. Mr. Landor, therefore, was at one moment being put on the rack, and at another being entertained with a gymnastic. The Pomo, who had tried to burn out his eyes with a red hot iron, was not long after showing off his horses and ponies, eagerly anxious for praise. He even went through an acrobatic performance in order apparently to make a good impression upon his captives. Finally, almost one might say because they were tired of their new plaything, the Tibetans determined to send the three travellers back to the frontier. On the way the guard behaved with the usual lack of decision. Once Mr. Landor and his two servants, annoyed beyond endurance, made an attack on the soldiers with stones. The latter immediately bolted, and presently followed from afar off beseeching the travellers to surrender. But it is not necessary to give further details of the behaviour of the Tibetans. Enough has been said to prove our point that they are very far below the majority of savages in point of will power and mental and moral strength.

THE PHILIPINO QUESTION.

The *Singapore Free Press* of the 7th inst., in a leading article thus criticises an extract from the *Critic*, published in another column:

"We have reason to believe that the article from *The Critic* of Nov. 5th, on 'What America Should Do,' quoted to-day, was written by Mr. W. H. READ, C.M.G., on data derived from various issues of the *Singapore Free Press* on the situation in the Philippines. As a matter of historical truth it is not quite accurate to say that a Singapore editor (the writer) introduced the present leader of the Philippines, General Aguinaldo, to the American Consul-General at Singapore. But what is true is that when the Editor learned that Aguinaldo was here, and seeing the importance of controlling the Filipinos and preventing reprisals when the expected hostilities at Manila between Spain and America should occur, he urged on Mr. Pratt the necessity of sending Aguinaldo up to confer with Admiral Dewey, and also urged the sole English friend of Aguinaldo here, Mr. Howard Bray, that Aguinaldo ought to go to Hongkong at once to meet the Admiral and that to this end a meeting should be immediately arranged between General Aguinaldo and Consul-General Pratt. The Editor also introduced Mr. Bray to Mr. Pratt, and thereafter the historical midnight conference on the 24th April at 'The Mansion,' River Valley Road was arranged, as already fully described in the *Singapore Free Press* of May 4th. It is probable that this step saved the lives of thousands of Spaniards throughout the provinces of the Philippines. A great deal too much has been made of Consul Wildman at Hongkong, who was only a forwarding channel in this affair, while to Consul General Pratt is due the credit of carrying out the arrangement by which Aguinaldo and his staff returned from Singapore to Hongkong to join Admiral Dewey, who had on his duty to Manila left orders with Consul Wildman as to their being sent on to join him. Owing to this action there is no doubt that Consul-General Pratt has the full confidence of Aguinaldo and the Filipinos, and if the United States Government decided to utilise the services of that gentleman in the Philippines they would at least have the initial advantage of securing in him a *persona grata* with the Filipinos, and also of one who is convinced of the necessity of following out the already well defined British precedents in dealing with the problems of a Philippine protectorate."

JAPANESE NEWS.

(From Japanese Papers.)

On the 5th inst. a fishing boat was caught in a squall off the village of Miya outside the harbour. Of eleven fishermen, one was drowned, the remainder being rescued by a passing vessel.

The farmers in the neighbourhood of Nakatsu, Bizen, are in trouble, owing to incessant rain and the consequent delay in the sowing of barley and wheat.

THE DRY DOCK AT KURE.

The dry dock at Kure Naval Port, to accommodate a ship of 15,000 tons, having been completed, the battleship *Yashima* left Yokosuka on 30th ult. for Kure in order to attend the opening ceremony, which is shortly to take place. The *Hatsushima* is also to be present.

RAILWAYS DAMAGED BY FLOOD.

The destructive storms of the 27th ultimo seem to have done most serious havoc in Echigo province. The railway between the Sunari Iron Bridge and Yoneyama 1st tunnel was recently damaged, and the sleepers were all washed away by the flood. The damage is estimated at over yen 10,000. The engineers of the Railway Company are engaged on repairs, but traffic will be suspended for several days more.

PROTECTION OF THE AINU.

The Ainu Protection Bill which has been introduced by the Government into the Diet, is a gallant attempt to prevent the remnants of that race from dying out. It provides that a family of Ainu, which is engaged or desirous of engaging in agriculture, shall be granted free of cost land to the extent of 15,000 *tsubo*, which shall be exempted from all taxes for 30 years. The Bill also makes provision for the relief and protection of destitute Ainu.

MAKING UP THE DEFICIT.

A Tokyo dispatch to the *Osaka Mainichi* states that the Government proposes to meet the deficit in the revenue for the next fiscal year by increasing the taxes on land, incomes and salt, by making the leaf tobacco monopoly yield larger returns, and imposing a tax on the bank of Japan. Some minor taxes will also be imposed. It is estimated that to raise an additional revenue of 22 million yen for next year, the balance of the deficit (about 40 million yen in all) being supplied by borrowing the indemnity money. It is estimated that by the increase of the land tax a total income of ¥14,500,000 will be obtained in the next fiscal year, and ¥22,000,000 in the fiscal year after next.

THE INDEMNITY BALANCE.

According to the vernacular journals, the balance of the indemnity, after deducting the amount already appropriated to various purposes, amounts altogether to about 74 million yen. A proposal was made by the last Cabinet to present 20 million yen to the Imperial House, to 20 million yen towards a fund for general education, and to hold the remaining 34 million yen as an emergency fund. Some of the members of the Diet, however, desire to dispose of the balance of the indemnity without delay, as when the Government is in possession of money it is very apt to be employed for purposes of military expansion. It is stated that the amount of money actually available in cash is not more than ¥5,640,000, the remainder being invested in Government bonds and Chinese loan bonds.

GUNMA PREFECTURE.

The Minister of State for Home Affairs has reversed the permission given by the late Governor of Gunma Prefecture, Mr. Kusakari Shinnel, for the re-establishment of the prostitution-licensing system in that district. This has certainly been a most extraordinary incident. We presume that the action now taken by His Excellency Marquis Saigō in accordance with the wishes of the people of the Prefecture. Did Mr. Kusakari then, proceed in arbitrary disregard of those wishes? If so, he was very leniently treated. At all events he has made no attempt to refute the very serious charges preferred against him by the *Mainichi Shinbun*.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, is a combination of two most valuable remedies, in a palatable and easily digested form having great healing and strengthening properties, most suitable in *Coughs, Hoarseness, and wasting diseases*. Read the following:—"I have found Scott's Emulsion of great benefit in the treatment of phthisis and scrofulous diseases. It is extremely palatable and does not upset the stomach—thus removing the great difficulty experienced in the administration of the plain oil."—D. P. KASSA, L.R.C.S., Surgeon, St. Vincent's Hospital, Dublin. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China—Watkins & Co., Hongkong, and Aden.

NOTANDA.

CALENDAR.

DECEMBER.	
Meteorological means based on ten years' observations to 1897.	
Barometer.....	29.818
Thermometer.....	80.1
Humidity.....	77
Rainfall.....	8.58
TO-DAY.	
WEATHER REPORT.	
On date at 10 a.m.	On date at 4 p.m.
Barometer.....	30.27 30.15
Thermometer.....	61 62
Humidity.....	55 56
Rainfall.....	

TO-DAY.
Saturday, 17th December, 1898.
Chinese—15th of 11th moon of 24th year of Kwangshu.
High water—Afternoon 1 hr. 50 min. and 1 hr. 30 min.
Low water—Morning 6 hr. 50 min. Afternoon 3 hr. 30 min.

ANNIVERSARIES.
1838—Captain Elliot held a public meeting and asked the foreign merchants of Canton to assist him in stopping the opium traffic between Lintin and Whampoa.
1845—Gun cotton invented.
1874—The P. M. S. S. Co.'s steamer *Japan* burnt. 1 European passenger, the cook, and 389 Chinese drowned; \$350,000 treasure lost.
1897—Explosion at a gunpowder factory at Canton; 20 lives lost.

TO-MORROW.
Sunday, 18th December, 1898.
Chinese—6th of 11th moon of 24th year of Kwangshu.
High water—Morning 1 hr. 55 min. Afternoon 3 hr. 35 min.
Low water—Morning 6 hr. 55 min. Afternoon 3 hr. 35 min.

ANNIVERSARIES.
1844—Amateur Dramatic Club formed.
1815—Battle of Waterloo.
1862—Slavery abolished, U.S.A.
1867—Earthquake in Formosa.
1893—Bellini Public School opened by Governor Sir W. Robinson.
1897—Two junks pirated on the Canton River, lost to the value of \$10,000 taken.

CHURCH SERVICES.

St. John's Cathedral.—Communion, 7 a.m., 11 a.m., 5 p.m., 7 p.m.
Roman Catholic Cathedral.—Mass at 6 a.m., 7 a.m., 8 a.m., and 9 a.m. Benediction, 5 p.m.
Union Church.—Services, 11 a.m. and 6 p.m.
German Bethesda Chapel, West Point.—Morning Service, 11 a.m.
St. Francis' Church, Wanchai.—Mass (Chin.), 6 a.m., (Port.), 7.30 a.m. Benediction, 5 p.m.
St. Joseph's Church, Garden Road.—Morning Service (English), 9 a.m.
St. Anthony's Chapel, West Point.—Mass, 8 a.m.
 Wesleyan Methodist Church.—Services, 10.30 a.m. and 5.45 p.m.
St. Peter's Seamen's Church.—11 a.m. and 6.30 p.m.

SHIPPING AND MAIL NEWS.

MAILS DUE.
Indian (*Sutang*) to-morrow.
American (*Belgie*) 10th inst.
French (*Indus*) 19th inst.
Australian (*Memur*) 20th inst.
Australian (*Yamashiro Maru*) 21st inst.
American (*Coptic*) 27th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.
Isidoro Pons.....at Kowloon Dock.
H.I.G.M.S. Kater....." "
Hongkong....." "
Chinshan....." "
Bydo....." "
H.I.G.M.S. Moccie....." "
H.I.G.M.S. Gefion....." "
Ask....." "
H.I.G.M.S. K. A. A......" "
Hafslong.....Cosmopolitan.
Pakshan....." "

PASSED THE CANAL.
Outward.—Nov. 22nd *Indra*, *Flintshire*; Nov. 29th *Gisela*, *Malacca*, *Renaldi*, *Dorothea*, *Rickmers*; Dec. 6th *Tantalus*; Dec. 9th *Sikh*, *Sootra*, *Vladimir*; Dec. 13th *Patroclus*, *Noruman* Isls.
Homeward.—Dec. 13th *Caledonian*.

Intimations.

WANTED.
ENGLISH OR FRENCH NURSERY GOVERNESS for two children, to teach English French and Music. Entire charge.
Address:—Mrs. BUTTANSHAW, 6, DES VEXES VILLAS, Hongkong.
Hongkong, 16th December, 1898. [148]

WANTED.
A CLUB SECRETARYSHIP required by a Gentleman whose services will be available from 1st of the New Year.
Apply "C.S." c/o This Paper.
Hongkong, 14th December, 1898. [1476]

WANTED.
AN ENGLISH BOOKKEEPER seeks an engagement.
"Z.Y.X." c/o Hongkong Telegraph.
Hongkong, 16th December, 1898. [1477]

WANTED.
WANTED employment by an HOTEL MANAGER. Good references.
Address "CATERER." c/o Hongkong Telegraph.
Hongkong, 16th December, 1898. [1474]

WANTED.
WE pay highest cash prices per hundred for POSTAGE STAMPS of China, British Colonies, &c., either used or unused. Rare old stamps especially desired and for which best prices will be paid. Remittances always sent mail after receipt of consignments.
KOLONA STAMP CO., DAYTON, OHIO, U.S.A.

THE HONGKONG AMATEUR DRAMATIC CLUB will produce a Pantomime entitled, 'THE YELLOW DWARF' or 'HARLEQUIN THE KNAVE OF HEARTS, and the FAIR PRINCESS'.
On the following dates:—
THURSDAY, 31st January, 1899.
SATURDAY, 7th
MONDAY, 9th
WEDNESDAY, 11th
SATURDAY, 14th
The TICKET OFFICE at the Theatre will be OPENED on THURSDAY, the 22nd Dec. at 10 A.M. and seats can be booked from 10 A.M. to 4 P.M. every day. SUNDAYS and GENERAL HOLIDAYS excepted.
E. W. MITCHELL, Hon. Secretary.
Hongkong, 8th December, 1898. [1440]

Auctions.
PUBLIC AUCTION.
THE Undersigned have received instructions from THE OFFICIAL RECEIVER to Sell by PUBLIC AUCTION For Account of CHENG KAM PO (FUNG KEE) DECEASED.
ON TUESDAY, the 20th day of December, at NOON, at Messrs. MUSSO & CO'S Godown at West Point.
38 Casks CLARET (BERGASSE) in good Order and Condition.
TERMS:—As Usual.
HUGHES & HOUGH, Auctioneers.
Hongkong, 12th December, 1898. [1449]

PUBLIC AUCTION.
MESSRS. HUGHES & HOUGH have received instructions to sell by PUBLIC AUCTION ON TUESDAY, the 20th day of December, 1898, at 3 P.M. at their Offices, Praya Central, in One Lot THE FOLLOWING VALUABLE LEASEHOLD PROPERTIES.
ALL THAT PIECE or PARCEL of GROUND situate at Victoria, in the Colony of Hongkong, and registered in the Land Office as INLAND LOT No. 1413, formerly known as the Remaining Portion of Inland Lot No. 541. These premises (Nos. 236 and 238, Queen's Road Central) are held for the residue of a term of 999 years from the 1st July, 1866. Annual Proportion of CROWN RENT \$20. The Land has been altered last year to No. 1413, but the Crown Lease has never been taken up.
ALL THAT PIECE or PARCEL of LAND situate at Victoria aforesaid, and registered in the Land Office as SECTION D of MARINE LOT No. 100. These Premises face on the Praya West (No. 213) and are held for the residue of a term of 999 years from the 7th January, 1862. Annual Proportion of CROWN RENT \$22.
ALL THAT PIECE or PARCEL of LAND situate at Victoria aforesaid, and registered in the Land Office as SECTION C of MARINE LOT No. 199. These premises face on Sai Wo Lane (Nos. 1 and 2) and are held for the same term as SECTIONS D and E above. Annual Proportion of CROWN RENT \$15.
ALL THAT PIECE or PARCEL of GROUND situate at Victoria aforesaid, and registered in the Land Office as SECTION C of MARINE LOT No. 198. These premises face on Praya West (No. 213) and are held for the residue of a term of 999 years from the 7th January, 1862. Annual Proportion of CROWN RENT \$19.
For Particulars and Conditions of Sale, apply to Messrs. HUGHES & HOUGH, Auctioneers; or to Messrs. DEACON & HASTINGS, Solicitors.
Hongkong, 3rd December, 1898. [1414]

NOTICE.
PUBLIC AUCTION.
MR. H. N. MODY has been instructed to sell by PUBLIC AUCTION ON THURSDAY, the 29th December, 1898, at 3 o'clock P.M., on the Premises, THE FOLLOWING VERY VALUABLE LEASEHOLD AND RECLAMATION PROPERTY, viz.:—
ALL THAT PIECE or PARCEL of GROUND registered in the Land Office as Section A of MARINE LOT No. 7, together with the Reclamation in front thereof.
The above Section A of MARINE LOT No. 7 is bounded on the N. by the Praya, measuring thereon 100 feet, and by Section B of MARINE LOT No. 7, measuring thereon 7 ft. 3 in. on the South by MARINE LOT No. 7, measuring thereon 17 1/2 ft. on the E. by MARINE LOT No. 26, measuring thereon 175 ft. on the W. by Section B of MARINE LOT No. 7, and measuring thereon 125 feet, and contains in the whole an area of 19,415 1/2 sq. feet. It is held for the residue of a term of 999 years from the 24th June, 1863. Proportion of CROWN RENT \$343.37. The Premises No. 9, Praya Central are let to various tenants producing a total monthly rental of \$1,160. The Reclamation has been filled in and possesses a sea frontage of 64 feet 8 in. and an area of 15,505 square feet.
The sum of \$14,194.43 still remains to be called up of the money to be contributed to the making of the Reclamation under the Reclamation Agreement and the Reclamation will be sold subject to this.
For Particulars and Conditions of Sale, apply to Messrs. DEACON & HASTINGS, or to The Auctioneer.
* N.B. The above area is that contained in the Reclamation Agreement. It has since been ascertained that the area available Assignment is 16,808 square feet and possession is about to be given by the Government.
Hongkong, 14th December, 1898. [1415]

Intimations.
MILWAUKEE BEER
IS FAMOUS
PABST
HAS MADE IT SO.
CARLOWITZ & CO., SOLE AGENTS.
Hongkong, 9th December, 1898. [1399]

GREATEST BLESSING OF LIFE.
Prof. H. WINTER, The Great American Indian Expert.
WARRANTS TO CURE HARD AND SOFT CORNS, BUNIONS, IN-GROWING NAILS AND WARTS.
GUARANTEED to take them out without pain or drawing blood, and further guarantees to perform a perfect cure.
Mr. WINTER'S fame is spoken of in highest terms by various well-known Gentlemen, who have suffered for years with Corns.
He has arrived at HONGKONG and will remain till the 1st January at THOMAS' GILL ROOMS, Room No. 4. Office hours from 8 A.M. to 4 P.M. Consultation free of charge.
Those who wish Mr. WINTER to visit them will please send their Address and he will call on MONDAYS and FRIDAYS between 2 and 3 P.M.
Charges Moderate.
The Professor speaks English, German, French, Spanish and Portuguese.
Hongkong, 16th November, 1898. [1478]

THE GREEN ISLAND CEMENT CO., LIMITED.
NOTICE is hereby given that under the powers conferred by the SPECIAL RESOLUTION passed and confirmed on the 5th and 25th days of June, 1897 the Undersigned General Managers did on the 30th day of November, 1898 make a FINAL CALL of \$1 per SHARE on account of the price of the New Shares issued in pursuance of such RESOLUTION and a FINAL CALL of \$5 on account of the PREMIUM for each such share and that such CALLS are PAYABLE at the OFFICES of the General Managers, No. 9, Praya Central, Victoria, Hongkong, on the 1st January, 1899.
Upon payment of such calls and production of the certificates for the shares in respect of which the same are paid, fully paid up Certificates will be issued in exchange for provisional scrips.
Dated the 1st December, 1898.
SHEWAN, TOMES & Co., General Managers.
[1400]

THE HONGKONG COTTON SPINNING, WEAVING AND DYEING CO., LIMITED.
NOTICE.
NOTICE is hereby given that the FINAL INSTALLMENT of \$30 per SHARE on the shares in above COMPANY becomes due on the THIRTY-FIRST day of December next, and PAYMENT thereof must be made to the BANKERS of the Company, viz., the HONGKONG AND SHANGHAI BANKING CORPORATION on or before that date.
JARDINE, MATHESON & CO., General Managers.
Hongkong, 30th November, 1898. [1396]

THE MUTUAL STORES,
35, 36 & 37, POTTINGER STREET.
IN 1 & 1 1/2 POTS.....75 CENTS PER LB.
HONGKONG, 1st December, 1898.

AUSTRALIAN CREAMERY BUTTER.
FINEST FRESH
THE COMPANY'S STEAMSHIP
Captain J. G. O'Brien will be despatched for the above ports on SATURDAY, the 22nd instant, at 3 P.M.
For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.
Hongkong, 10th December, 1898. [1454]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).
STEAM TO YOKOHAMA AND KOBE
THE Company's Steamship
Captain C. Bellen will leave for the above places on FRIDAY, the 23rd instant.
For Freight or Passage, apply to SANDER, WIELER & Co., Agents.
Hongkong, 14th December, 1898. [1465]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, MELBOURNE AND LAUNCESTON.
THE Company's Steamship
Captain Nelson will be despatched as above on WEDNESDAY the 28th instant, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric light.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 14th December, 1898. [1469]

THE SHELL TRANSPORT AND TRADING COMPANY, LIMITED.
"SHELL" LINE OF STEAMERS.
FOR LONDON (VIA SINGAPORE)
THE Company's Steamship
Captain C. Abbott will be despatched as above on or about the 5th January.
For Freight, apply to ARNOLD, KARBERG & Co., Agents.
Hongkong, 16th December, 1898. [1411]

THE LEADING CATERERS.
COMPARE OUR MENU, BILLIARD TABLES and LIQUORS to all others.
THE GRILL ROOM.
Hongkong, 1st September, 1897. [139]

THEATRE ROYAL, CITY HALL.
THE HONGKONG AMATEUR DRAMATIC CLUB will produce a Pantomime entitled, 'THE YELLOW DWARF' or 'HARLEQUIN THE KNAVE OF HEARTS, and the FAIR PRINCESS'.
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E. W. MITCHELL, Hon. Secretary.
Hongkong, 8th December, 1898. [1440]

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E. W. MITCHELL, Hon. Secretary.
Hongkong, 8th December, 1898. [1440]

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATION.	SAILING DATES.
SANUKI MARU.....	MARSEILLES, LONDON, NEW-CASTLE, ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	THURSDAY, 22nd Dec., at 4 P.M.
HIROSHIMA MARU.....	KOBE and YOKOHAMA	THURSDAY, 22nd Dec., at 4 P.M.
T. Tsuji.....	SHANGHAI, CHEMULPO and NAGASAKI	FRIDAY, 23rd Dec., at 4 P.M.
SAGAMI MARU.....	NAGASAKI, KOBE, and YOKOHAMA	FRIDAY, 23rd Dec., at 4 P.M.
YAMASHIRO MARU.....	BOMBAY VIA SINGAPORE and COLOMBO	TUESDAY, 27th Dec., at Noon.
MIKE MARU.....	SEATTLE (WASH., U.S.A.) VIA KOBE, YOKOHAMA and UICHTORIA, B.C.	THURSDAY 29th Dec. at 4 P.M.
RIOJUN MARU.....	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 30th December, at 4 P.M.
OMI MARU.....		
C. Young.....		

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 12th December, 1898.

STANDARD OIL COMPANY OF NEW YORK.

THOMPSON AND BEDFORD DEPARTMENT

Have in Stock and are now offering for Sale a full line of CYLINDER, ENGINE, & SPINDLE OILS.

MINERAL COLZA, (300° Fire Test).

A high grade burning Oil for Ship Lights, Light Houses, Tram Cars and Railway Trains, and for all uses where a highest degree of safety is required.

MINERAL WAX,

Crude, Semi-refined and Refined.

ORDERS SOLICITED AND LOWEST PRICES QUOTED.

J.-J. CARNAUD, 3, rue d'Argout, PARIS.

TIN BOXES STAMPED ARTICLES FOR

MILITARY EQUIPMENT

Agents to Messrs DODWELL CARLILL & Co., Agents for M. OPPENHEIMER & Co., Paris

CARBOLINEUM-AVENARIUS

Used for over 20 Years. With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China, LUTGENS, EINSTAMANN & Co. Hongkong, 11th September, 1898.

F. BLACKHEAD & CO.,

SHIPCHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAFFIN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT REASONABLE PRICES. Hongkong, 14th May, 1895.

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.

NAUTICAL INSTRUMENTS. Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition, and for Volgländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES. Nos. 54 & 56, Queen's Road Central.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS and WATCHMAKERS.

Sole Agents for the Antiquated CROWN, HUNTER and GLADIATOR Co., Ltd., DUNLOP TYRES' BICYCLES—PRICE, \$185. A special reliable Watch made for this Climate. Quality A. Quantity B. Quality B. Quantity C. Quality C. Quantity D. Quality D. Quantity E. Quality E. Quantity F. Quality F. Quantity G. Quality G. Quantity H. Quality H. Quantity I. Quality I. Quantity J. Quality J. Quantity K. Quality K. Quantity L. Quality L. Quantity M. Quality M. Quantity N. Quality N. Quantity O. Quality O. Quantity P. Quality P. Quantity Q. Quality Q. Quantity R. Quality R. Quantity S. Quality S. Quantity T. Quality T. Quantity U. Quality U. Quantity V. Quality V. Quantity W. Quality W. Quantity X. Quality X. Quantity Y. Quality Y. Quantity Z. Quality Z. Quantity AA. Quality AA. Quantity AB. Quality AB. Quantity AC. Quality AC. Quantity AD. Quality AD. Quantity AE. Quality AE. Quantity AF. Quality AF. Quantity AG. Quality AG. Quantity AH. Quality AH. Quantity AI. Quality AI. Quantity AJ. Quality AJ. 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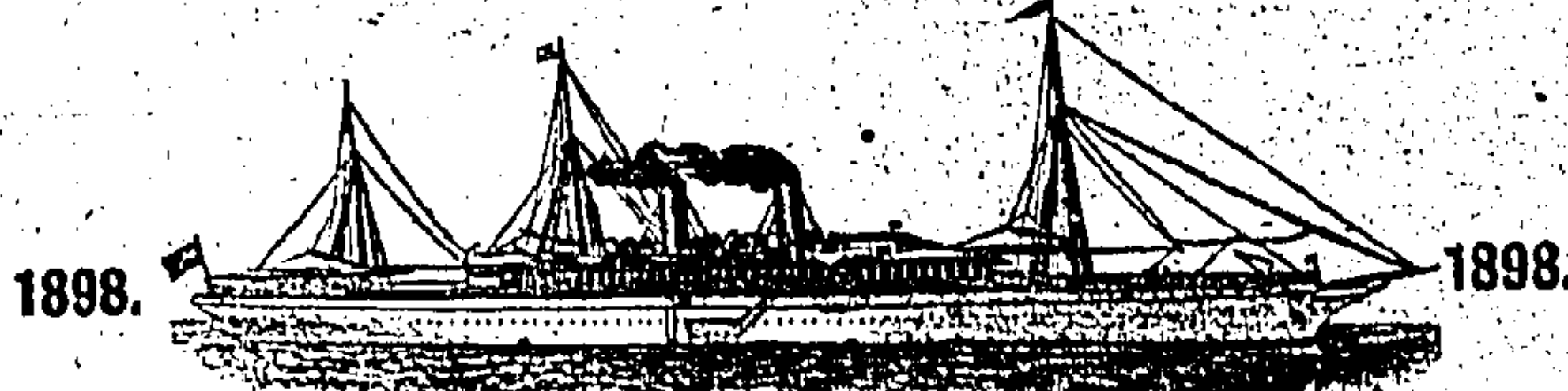
PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, 14, HOUSE ROAD.

IS now in a position, in his New and Comfortable Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTISED in the Colony or in any part of the Far East. GROUPS AND VIEWS.

Hongkong, 22nd September 1898.

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 21st Dec., 1898.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 18th Jan., 1899.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 15th Feb., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage &c., apply to D. E. BROWN, General Agent, Paddlers' Street, [3]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 14th Jan., 1899.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 7th Feb., 1899.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 4th March, at Noon.

THE Steamship "AMERICA MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 14th January, 1899, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent. Hongkong, 16th December, 1898. [1310]



MANUFACTORY all sorts of OIL PAINTS and COLOUR-WASH PREPARED IN ALL COLOURS TO SUIT PURCHASERS.

GENERAL AGENCY, BAILEY'S ENGINEERING AGENCY, 17, PRAYA CENTRAL.

Hongkong, 14th May, 1898.

Mails.

NORTH GERMAN LLOYD.

(Freight Service.)
(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

HAMBURG AMERICA LINE.

(East Atlantic Service.)

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BAMBERG.....	HAVRE AND HAMBURG	2nd December. Freight.
Voss.....	(LONDON with transhipment in HAMBURG)	About 31st December. Freight and Passage.
*HEIDELBERG.....	HAVRE AND HAMBURG	About 31st December. Freight and Passage.
Schneider.....	(LONDON with transhipment in HAMBURG)	About 5th January. Freight and Passage.
*SIBERIA.....	GENOA AND HAMBURG	About 18th January. Freight.
Hildebrandt.....	(LONDON with transhipment in HAMBURG)	About 18th January. Freight.
ARMENIA.....	HAMBURG AND ANTWERP	About 18th January. Freight.
Magin.....	(LONDON with transhipment in HAMBURG)	About 18th January. Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.
Calling at NAPLES for Passengers only, if sufficient inducement offers.
For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents, [981]

U.S. MAIL LINE. PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 22nd Dec., at Noon.

Aztec (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 27th Dec., at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 21st Jan., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 16th Feb., at Noon.

THE U. S. Mail Steamship "CITY OF RIO DE JANEIRO,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 22nd instant at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

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Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

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J. S. VAN BUREN, Agent. Hongkong, 16th December, 1898.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.